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CENTRAL INTELLIGENCE AGENCY

REPORT

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INFORMAT~~ION~~ REPORT

COUNTRY: Germany (Russian Zone)

DATE DISTR. 21 September 1948

SUBJECT Construction of Trawlers for Use in the
Black Sea

NO. OF PAGES 1

PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)

DATE OF

SUPPLEMENT TO
REPORT NO.

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1. Apart from the program drawn up by the Soviets for the construction of fishing cutters and fishing luggers in the smaller shipyards along the Baltic coast, a further program is envisaged for the construction of trawlers. The exact number to be produced has not been established, but is believed to be several hundred.
2. These trawlers are to be built exclusively in the inland shipyards around Berlin, and after completion are to be transported down-river to Stralsund, where the engines are to be fitted by the Ingenieurbau, Stralsund. In April the first eight completed craft were lying at Stralsund awaiting the fitting of their engines. Although the Soviets in Stralsund maintained that the engines for these trawlers were due to come from Leningrad, it was known to the German employees at the Ingenieurbau that representatives had been sent to the West to negotiate there for the supply of these engines. Although an agreement had been made, no deliveries had taken place by April 1948.
3. These trawlers are of usual construction and their appearance has aroused considerable attention. [] they are a new type of fishing craft for use in the Black Sea; however, German fishermen who have seen them are unable to understand the design.
4. The trawlers are well-equipped for a crew of about 20 men. They are of 200 tons and are strongly constructed of iron with the screw situated well back under the stern. Each trawler has an after-deck some 8 meters broad, across which, running the full breadth of the ship, is a solid cylinder 40 cm. thick. Some 6 meters distance from this cylinder in the center of the ship is fixed a further solid vertical drum. This drum is 4-5 meters in diameter and stands approximately 1½ meters high. This equipment is evidently for the hauling in of nets, but the type of construction seems extraordinary to German fishermen.
5. Oberingenieur Claus of Germanischer Lloyd, Berlin, is responsible for the supervision of this trawler construction in the inland shipyards, while Ingenieure Schlueter and Ottens of the same firm are charged with supervision of the mounting of the engines.

[] Comment: There is no evidence to show whether this craft could be converted into a minelayer or a minesweeper.)

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DDA Memo, 4 Apr 77

Auth: DDA R.G. 77

Date: 24/5/78

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